



Staff Report

CITY OF SAN BRUNO

DATE: December 2, 2008

TO: Traffic Safety and Parking Committee

FROM: Frans Lind, Principal Civil Engineer

SUBJECT: Item 5B – Consideration of Alternative Traffic Markings and Controls at the Intersection of DeSoto Way and Santa Lucia Avenue

BACKGROUND:

As part of the City wide traffic calming program staff has evaluated three alternatives for controlling westbound traffic at the intersection of the easterly leg of Santa Lucia Avenue (SLA) at DeSoto Way (DSW). Both streets have speed limits of 25 mph.

DISCUSSION:

Alternative One is a proposed STOP sign traffic control installation to replace the existing yield sign control. Please, see Attachment 1.

Alternative Two is to retain the “yield” control but to make the intersection closer to 85 degrees rather than the approximately 60 degrees that exists. The Santa Lucia Avenue lane width at its intersection with DeSoto Way would be reduced, to reduce the vehicle to vehicle and vehicle to pedestrian conflict area. This will improve safety.

SLA could be narrowed with striping to reduce the conflict area and improve the SLA centerline alignment from approximately 60 degrees to approximately 85 degrees to improve sight of approaching DSW traffic from the left. Please, see Attachment 2.

Alternative Three is to have the existing yield signed intersection remain unchanged, or do nothing. The existing “yield” controlled intersection (Alternative 3) is not appropriate for this intersection, as explained below.

Alternative One with STOP traffic control is recommended instead for the following reasons provided in Section 2B.05 “STOP Sign Applications”, attached, of the Manual of Uniform Traffic Control Devices (MUTCD).

- A. The proposed STOP control sign would be on SLA, a less important road with DSW, a main road, where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. SLA enters a through street, DSW, and;

- C. There is some degree of restricted view due to the curved SLA intersection with DSW and due to sometimes, curbside, parked cars.

The use of the "yield" traffic control is not appropriate for the following reasons:

- A. Large conflict area caused by the wide, curved, geometry of SLA;
- B. Restricted sight, at the intersection; and
- C. Intersection is included in the routes to two schools. (Students may not be seen by SLA motorists looking over their shoulders for approaching cars on DSW.)

Nevertheless, the MUTCD states that a "yield" sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a "yield" sign need to slow down or stop when necessary to avoid interfering with conflicting traffic. Staff does not believe that this criteria for a "yield" is met for the reasons given in the three, above reasons for not using a "yield".

STAFF RECOMMENDATION:

Staff recommends replacement of the "yield" sign control with a "STOP" sign control, realignment of the intersection from about 60 degrees to about 90 degrees, and narrowing SLA at the intersection for safety.

DATE PREPARED:

November 28, 2007

ATTACHMENTS:

1. Plan of Alternative One
2. Plan of Alternative Two
3. Copies of MUTCD about criteria for selecting "STOP" and "yield" controls.